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#### POLITICAL ANNOUNCEMENTS.

##### NOTICE.

Having been regularly nominated by the Republican District and County Convention for the office of Representative, Fourth District, I respectfully solicit the support of the voters in the coming election.

JAMES H. BOYD.

##### NOTICE.

Having been regularly nominated by the Republican District and County Convention for the office of Representative, Fourth District, I respectfully solicit the support of the voters in the coming election.

JOHN K. KAMANOUULU.

##### NOTICE.

Having been regularly nominated by the Democratic District and County Convention for the office of Supervisor, I respectfully solicit the support of the voters in the coming election.

M. C. PACHECO.

##### NOTICE.

Having been regularly nominated by the Democratic District and County Convention for the office of Sheriff, I respectfully solicit the support of the voters in the coming election.

W. P. JARRETT.

##### NOTICE.

Having been regularly nominated by the Republican District and County Convention for the office of Supervisor, I respectfully solicit the support of the voters in the coming election.

ANDREW E. COX.

##### NOTICE.

Having been regularly nominated by the Republican District and County Convention for the office of Senator, I respectfully solicit the support of the voters in the coming election.

A. S. KALEIOPU.

##### NOTICE.

Having been regularly nominated by the Republican District and County Convention for the office of County Attorney, I respectfully solicit the support of the voters in the coming election.

JOHN W. CATHCART.

##### NOTICE.

Having been regularly nominated by the Republican District and County Convention for the office of Representative, Fourth District, I respectfully solicit the support of the voters in the coming election.

WM. WILLIAMSON.

##### NOTICE.

Having been regularly nominated by the Republican District and County Convention for the office of County Clerk, I respectfully solicit the support of the voters in the coming election.

D. KALAUOKALANI JR.

##### NOTICE.

Having been regularly nominated by the Republican District and County Convention for the office of County Treasurer, I respectfully solicit the support of the voters in the coming election.

GEO. E. SMITHIES.

##### NOTICE.

Having been regularly nominated by the Democratic District and County Convention for the office of County Attorney, I respectfully solicit the support of the voters in the coming election.

J. LIGHTFOOT.

##### NOTICE.

Having been regularly nominated by the Republican District and County Convention for the office of Representative, Fifth District, I respectfully solicit the support of the voters in the coming election.

CHAS. KANEOKA.

#### SMITHIES EXPECTED TO ROLL UP BIG VOTE

Republican leaders are confident of the success of George E. Smithies, candidate of the party for treasurer of the city and county of Honolulu. His record as a businessman and accountant, coupled with his extensive acquaintance with the voters, is expected to bring him a big vote next November.



GEORGE E. SMITHIES

quaintance in the islands and his strong connections here, are relied upon to give him a big vote next November.

He was born in Honolulu December 5, 1863, and has lived here all his life. He was cashier in the interior department of the monarchy under John A. Bush, C. T. Gulick, L. Aholo, L. A. Thurston and C. M. Spencer. In 1892 he was appointed register of public accounts by P. C. Jones, then minister of finance, which position he also held under S. M. Damon. He was appointed insurance commissioner by A. N. Kopoikai. He is now national bank examiner for the Territory, is an agent for the New York Life Insurance Company, and a recognized expert accountant.

#### POLITICAL NOTES

President G. K. Kane of the Hui Unions—Of course I am criticized for not doing anything to secure endorsement for Joel C. Cohen at the meeting of the Hui Unions; but, remember I am not through with my work.

K. K. Keawehaku—I must admit that we were dumped by the Jarrett forces in the county convention. However, he who laughs first, laughs last.

Captain R. W. Parker—Everything looks bright so far; but, what will happen in November, I can not say just now.

Edward Hanapi—Our own generals went back on us during the convention.

Sheriff Jarrett—it is better to say nothing than it is to talk too loud.

More lumber is en route from Port Gamble to Hilo, the barkentine Kilikat having sailed for the Hawaii port on Thursday.

#### WANTS

##### HELP WANTED.

A young lady with some knowledge of stenography and typewriting. One just out of school preferred. Address "B. A.", this office. k-5354-tf

Housekeeper for small family; Portuguese preferred. Address "W. K.", this office. k-5353-2t

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Old-fashioned solid gold watch, open face, key winder. Finder please return to office of Star-Bulletin and receive suitable reward. k-5354-tf

##### FOUND.

Boat, 18 feet long, painted green. Inquire watchman, Matsumoto, opp. Healan Boathouse. Owner can have by proving property and paying for ad. k-5354-3t

Feather lei. Owner can have by calling at this office and proving property. k-5354-tf

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AMBROSE J. WIRTZ.

#### HILO CONFERENCE

(Continued from Page 1)

To bring the subject before the convention an abstract motion was put endorsing the idea of a central body. This was put to the meeting and carried by 21 to 10.

G. H. Vicars, Hilo, stated after the result was announced that none of the Honolulu delegates had voted for the formation and that it was no good going on with it unless Honolulu was agreeable.

W. McKay, Hilo, stated that the matter could be put through without Honolulu and that this convention could get along without the bodies from that city.

It appeared for a few moments as though there would be something doing and a hard kick coming from the Honolulu men. Matters quieted down, however, and eventually it was decided that two men be appointed by each organization represented and that they draft up a proposed charter. This is to be referred to each organization and the final recommendations will be brought up for final discussion at the next convention to be held in Honolulu next year.

This ended the session. Interesting addresses were made by President Elliot, Hilo Board of Trade, H. Gooding Field, Honolulu and H. K. Bishop of the Hawaii Loan Fund Commission.

Declaring that in the present method of handling highway work there is the lack of intelligent supervision and scientific investigation, that the counties do not have sufficient funds or facilities to enable them to build and maintain roads scientifically. Engineer H. K. Bishop of the Hawaii Loan Fund Commission made a strong talk. According to the best practices of the time he said, lack of engineering skill and knowledge obtained by experience, and study are responsible in a large measure for these conditions and the failure to keep pace with the best systems and methods of road practice, errors of construction paid dearly for by other communities, are often repeated and that there is a general failure to profit by their experience. Mr. Bishop outlined the state aid system as the best way for the islands to procure good roads.

Briefly put the plan for the Territory would be as follows: An act passed creating a state highway department or a non-partisan commission of highways and providing for the sale of bonds upon the appropriation of the legislature to provide funds to carry out the provisions of the act. The roads would be classed as Territorial and County. The first would be the main connecting thoroughfares and the others would be those about the towns. The Territory would maintain its own highways and the counties would maintain theirs by means of their own funds and by means of aid received from the Territory under the act.

He outlined what machinery would be necessary to do the new work and further suggested that automobile license and fines should be made available.

Towse's Paper on City Government. After outlining a perfect organization for county government Ed Towse in his paper scored the present Honolulu City Fathers.

"But the city and county of Honolulu is so hampered" says Towse "by partisan politics and lack of system that it actually costs the city seventy cents to account of politics and petty bickerings, a dollar of revenue has the efficiency of less than thirty cents."

"Why? Jealousies, strife for party record narrowness in improvement policy indifference to an indifferent public opinion, fear of public service concerns, in Honolulu failure to meet the military establishment half-way, catering to locality instead of working on a definite broad plan for a greater community, entire absence of thought of the future."

Call For Efficiency. Following the reading of papers by Elliot, Towse and Field, A. Mason of Kohala offered the following resolution which was unanimously carried.

"That this convention of the Civic organizations of the Territory of Hawaii having heard the papers relating to good government presented to the meeting by Dr. Elliot, Mr. Towse and Mr. Field, hereby pledges itself by means of its several organizations to use its best endeavors to secure the nomination and election to municipal office of such candidates only as shall represent the highest efficiency regardless of politics."

Elliot Is Empathic. The present local government system came in for a rough handling at the hands of President H. B. Elliot of the Hilo Board of Trade who read a paper on "The abstract problems of our Self Government."

"The subject of the so-called ignorant vote" stated Elliot "which forms a regrettable large element in every ground in the electorate is one that can not be considered in this discussion. The mental ignorance of the unlearned and uneducated is almost as disastrous in its effects as the moral ignorance of those who are steeped in selfishness and disregard of the rights and welfare of their fellows, but it has this advantage that it responds more readily to any appeal to its sense of justice and fair play. There is only one cure for either form of ignorance."

"We must organize the best impulse of the whole community in a systematic and purposeful campaign of education. We must fling upon the firing line, our churches and schools, our civic and political organizations, our press and our individual talents and enthusiasms."

"Above all things we must look to our schools because the children now within their walls will some day determine the destinies of these islands. Every cent that is put into a school system that is merely a mill for grinding out an elementary knowledge of the English language is poorly invested, but every dollar expended on one that is in truth and reality a training ground in good citizenship produces dividends beyond all calculating."

"The man whose eyes are focussed on Washington is apt to overlook his plain and visible duty in Hawaii, and these vague and unsubstantial hopes that Uncle Sam will come to our assistance and relieve us of a distasteful task, breed paralysis and indifference among many who play the more manly part of leaders in the fight for a better and more efficient government."

"If we would build durably and solidly we must begin at the foundation and the foundation of our civic life is our municipal government."

"The indirect tax of wasteful administration is a heavier burden upon a community than all the monies that are paid for the upkeep of good government."

"I have spoken of our present system of local government as a patchwork system—it is worse than that, it is a breeding bed of inefficiency and dishonesty."

Elliot stated further that while he did not allege any actual dishonesty existing at the present time among the officers of the municipalities it was not right to expose my class of men to the temptation.

#### BISHOP'S ROAD PLANS

(H. K. Bishop, engineer of the Hawaii Loan Fund Commission, presented a deeply interesting paper on road construction in Hawaii at the civic conference this week in Hilo. Because of its constructive suggestions, the paper deserves attention throughout the Territory. It is presented below practically in full.)

I would like to cover briefly the operation of the State Aid plan and in order to bring it home to you with a greater force, I will endeavor to describe how the system would be applied to Hawaii. First of all, we must consider the financial side of the proposition. There may be said to be several methods in vogue for raising revenues for the highway purposes. These are as follows: Statute labor, private subscription, assessment of abutting property, automobile licenses, direct taxation, bonds and State Aid. Statute labor has been tried and found wanting and is now practically obsolete. Private subscription has been tried and found satisfactory in some communities but no great amount of work has been accomplished under this plan. The assessment on the abutting property has been followed to some extent but is not altogether satisfactory. Inasmuch as the motor vehicle is a great factor in the destruction of our improved roads and has materially increasing the cost for their construction, it is no more than fair that any revenue derived from automobile licenses and fines should be devoted to the maintenance of the public highways. All licenses and fines should be paid in to the public treasury and appropriated by the proper legislative body for maintenance work.

Success Elsewhere. That the system of bond issue and State Aid has been successful is evidenced by the fact that in those States where this plan has been adopted, the percentage of improved roads and the rate of increase is advancing much faster than in those States and Territories which continued to work under the old system. The States and Territories which have failed to adopt this system to date are at the foot of the list. In order to show you how the system of State Aid would work out in Hawaii, I will endeavor to trace briefly the steps which it is necessary to take and to explain how the State Aid plan operates. It will not be re-built in each county according to the

cessary to enter into the details of organization nor will I attempt at this time to do so. This is a matter that would need careful study and adjustment to local conditions.

#### First Step to Take.

The first step in the adoption of the State Aid principle to the Territory of Hawaii would be a legislative act creating a State Highway Department or a non partisan Commission of Highways and providing for the sale of bonds upon the yearly appropriation of the Legislature to provide funds to carry out the provisions of the Act. This Act should be accompanied by a map of each County of the Territory and upon this map of a comprehensive system of highways should be designated and classified as Territorial, County and District Highways. The Territorial Highways to be those constructed or improved under the Act at the sole expense of the Territory. The County Highways to be those constructed or improved at the joint expense of the Territory and County. The District Highways to be those to be constructed, improved or maintained by the District with the aid of the Territory under the provisions of the Act. The percentage of Territorial Aid to be extended to the County and Districts should be based upon the assessed valuation and mileage of highways within each County and District. Provision should be made in the Act making it mandatory with the Department of Highways to distribute the State Aid money each year to the several Counties in equitable proportions. The acceptance of State Aid should not be made compulsory.

#### Option Should Be Given.

The Counties and Districts should be given the option of continuing to construct and maintain their system of highways by the present system if they so elect. Provision should also be made as to what percentage of the appropriation in any one year should be expended upon the Territorial Highways, the balance to be expended upon the County Highways. An additional appropriation should be made each year to assist the Counties with their District Highways. The Territorial Highways to be constructed and maintained under the Territorial supervision. These highways should be the main arteries or roads of heaviest traffic in each Island. The County Highways to be constructed and maintained under the Territorial supervision with the assistance and advice of the County authorities. The District Highways to be constructed and maintained by the District authorities with the assistance and advice of the Territorial Highway Department. Provision should also be made in the Act giving power to the Department of Highways to inspect the work done by the District authorities on the District Highways and to audit their accounts and books and if the Department of Highways is not satisfied that the District authorities have expended their money wisely and efficiently, they may refuse the Territorial Aid to these Districts. Provision should be made to enable the Highway Department to hold schools of instruction annual in each County to educate the district road overseers in the best road practices of the day and especially on the important subject of drainage.

#### Method of Procedure.

Assuming that we have such a highway Act, the method of procedure in improving Territorial and County roads should be as follows: Insofar as the Territorial roads are concerned, the Department of Highways each year should apportion the mileage of Territorial Highway to be

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## THE CLARION

assessed valuation and should also designate the roads to be improved. In the matter of county highways, no steps should be taken by the Department of Highways toward their improvement or construction; the initiative should come from the county. The Board of Supervisors of any county should pass a resolution stating that the public demands the improvement of a highway or a section thereof within the county and requesting that it should be constructed or improved as provided for in the highway law. The clerk of the Board of Supervisors should transmit a certified copy thereof to the Commission. The Commission, after receipt of such a resolution, should examine the section thereby sought to be constructed and improved and determine whether it is of sufficient importance for such improvement. If the Commission is satisfied that the highway petitioned for should be improved it should cause surveys, plans and estimates of the cost to be prepared and presented to the County Board of Supervisors for their approval. If the County Board of Supervisors approve of these plans and specifications, they should so certify to the Highway Department and take the proper steps to provide for their share of the lateran.

cost thereof. After the approval of the Board of Supervisors, these plans and specifications should receive a number and be placed upon the list of county roads to be improved and they should be constructed in order of their number as the funds become available. On completion of the work, the Department of Highways, together with the county authorities should make a proper inspection of the work.

The Department of Highways should have prepared before the biennial session of the Legislature, an estimate of the amount of money necessary for the proper maintenance and repair of all Territorial and county highways for the coming year. This estimate should be in detail by county and district and in case the Legislature could not make an appropriation of the money required, the Department of Highways should have the privilege of amending their estimates so that whatever money is so appropriated may be placed where it will do the most good and where it is most needed.

The pope has decided to remove the body of Pope Leo XIII, which is buried in St. Peter's, to a tomb in the to provide for their share of the lateran.

## The Palm Cafe's Restaurant

In the new building --- 116-118 Hotel Street --- is cool and attractively furnished, and the cuisine, with the kitchen in charge of M. Louis Distellie, our new chef, is of the highest order.

Lunches - 40 cents  
Dinners - 75 cents

A service unsurpassed and at same rates that prevailed in our former quarters.

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